

Attachment B:

Starting in the middle of July, 2010, our property was being mowed and raked and baled for hay. Representatives from A2Z ENT authorized this agricultural activity. Agricultural activities, to the best of our knowledge, have been performed at this property since the late 1800's.

In spring, 2010, an excavating company named 2Grade Excavation and Development approached A2Z Enterprises with an offer to haul into our property, approximately 8000 cu. yds. of pit run gravel. The gravel was to come from a job site that 2Grade had on the north side of the airport in Port Angeles. 2Grade knew that A2Z would need road based gravel for the project in the future, and 2Grade was looking to get rid of this gravel, for free, which would save him hauling costs. Prior to moving this to the site, A2Z representatives went to the City of Port Angeles and spoke with Scott Johns and Sue Roberds, to see if it were possible to stockpile this material on our property. They determined that we could stockpile and no permit would be needed. The gravel was stockpiled along A2Z's south property line, covering an area of approximately 1.5 acres. This area is where the existing road to our property is located.

No construction for the Sprint Boat Track started until we received our grading TESC plan from Zenovic and Associates and approved by the City of Port Angeles. See attachment "Grading and TESC Plan and Details". In early November, 2010 we received confirmation from the City of Port Angeles that all permits were complete and work could begin at the site. At this time A2Z still had delineation flags used to identify the wet land limits and the survey by Zenovic and Associates. To begin the excavation of the track, we had to identify the wet land limits by installing 2700 ft. of silt fences. This work was performed by Dan Morrison and Jerry Payne. To install these fences, we used wet land delineation flags and the wet land survey map by Zenovic & Associates (Attachment F). We placed flags 10 feet further outside the wetlands, creating an even larger barrier than required by the ACOE.

At this point, through the media (radio, newspaper, social media, etc.) the word was getting around town about the venture and there was excitement building, with people offering on a daily basis to come out and help with the construction of the project. To answer question 2, sub chapter G, I, and J none of these apply, since all the work was given as a donation to the Park, so no bills, or invoices can be attached to this project (see attachment C). To the best of my knowledge and belief the following people helped with the construction of the track: Dan Konopaski had his boss, owner of Jordan Excavating, bring a CAT scraper into the property to begin removing the top soil and leveling the proposed track area. He also brought to the property dump trucks, and an excavator. Morrison Excavating also brought their excavator, dump trucks, and dozer (see attachment D for complete listing of names and numbers). Due to the rains in November, 2010, we were forced to stop excavation until mid-July 2011.

In July, 2011, excavation began again. At this point, more and more people came forward, wanting to help due to the excitement of what this track would mean to the community. On a daily basis, more and more people, equipment and materials came to the property. A2Z representatives, at this point, were not involved with promoting the park; volunteer help came through word of mouth from people already involved and helping, like an old fashioned barn raising, people just came out of the woodwork to lend their help and support. A2Z, at this point, explained that there were important limits to where work could be done and that the work had to be within the confines of the silt fencing, due to existence of wetlands. At this time top soil was replaced on spectator berms and around the perimeter of the track.

Construction of the race track fencing, which was provided by Don Zozosky and Dan Morrison, the announcer's tower, speakers etc. stimulated an additional outpouring of volunteers to the park. The top soil was grass seeded and needed irrigation. A pipe was installed from the track to the well in the area south of the existing orchard east of the house. We have water rights for irrigation on that well which was built in 1937. We pumped water out of the well into that pipe to irrigate the new grass seed.

To answer Question 2 Subsection D our activities included approximately 6 acres of land disturbed.

See Attachment D under equipment for all different equipment used to answer Question 2 Subsection H.

An estimated 25,000 yds. of dredge material was placed as fill on the site to answer Question 2 Subsection K.

The only material, besides the pit run gravel previously stated, that was brought to the site was donated by Lakeside Industries to put a finished cap on our driveways and parking (Question 2 Subsection L).

Businesses that Contributed Materials and/or Equipment attachment C

Lakeside Industries: Contributed pavement and gravel on roads and parking area
George Peabody 360-452-7803

Jordan Excavating: Donated equipment and labor
Jeff Konopaski 360-808-1804

2Grade Excavating and Development: Donated equipment, labor and materials
Greg Hopf 360-461-3992

Morrisonn Excavating: Donated equipment and labor
Dan Morrison 360-460-0776

United Concrete : Donated labor and materials
Tom Woods 360-460-0778

Pettit Fuel Company: Donated fuel for equipment
Dan Curto 360-460-8893

Bruch & Bruch Construction: Dontated equipment and materials
Lynn Bruch 360-460-1981

Little Tracks Construction: donated labor
Sean Linn

Angeles Concrete: donated materials
Randy Adams 360-457-0443

Jockey's Landscaping: Donated labor and equipment
John Currie 360-460-1198

Attachement D: Volunteers who helped with construction

Dan Morrison Excavating operators
 Jerry Payne Excavating operators
 Randy Alderson Excavating operators
 Greg Hopf Excavating operators
 Dan Konopaski Excavating operators
 Darrin DeBray Excavating operators
 Martin Hammel Excavating operators
 Dusty Larson Excavating operators
 Reese Hewett Excavating operators
 Todd Northern Excavating operators
 Jeff Konopaski Excavating operators
 Dale Stamper Excavating operators
 Isaac Anderson Excavating operators
 Ryan Romero Excavating operators
 Dave Baker Excavating operators
 John Currie Excavating operators
 Bob LaBelle Excavating operators
 Bret McGuire Excavating operators
 Jake DeBray Excavating operators
 Johnsey Excavating operators
 Jim DeBord Excavating operators

Paul Gahr truck drivers
 Mark Olton truck drivers
 Ken McGee truck drivers
 Dee Coburn truck drivers
 Jason Cox truck drivers
 Jeff Baumgarner truck drivers
 Ann Ravagni truck drivers
 Shawn Davies truck drivers
 John Moe truck drivers
 Gerald Ulrich truck drivers
 Jim Johnstad truck drivers
 Gary Medley truck drivers
 Brian Hansen truck drivers
 Jason Groves truck drivers
 Phil Eshom truck drivers
 Wayne Brown truck drivers
 Bryant Kroh truck drivers

Frank Chamberlain Labor
 Sean Linn Labor
 Shawna Linn Labor
 Reed Moore Labor
 Ron Relaford Labor
 Steve Harwood Labor
 Rick Alderson Labor
 Nick Bahl Labor
 Paul Breitbach Labor
 Jim Ervin Labor
 Steve Hulett Labor
 Jim Hulett Labor
 John Pruss Labor
 Gary Jung Labor
 Josh Ronig Labor
 Pete McKnight Labor
 Tim Wilson Labor
 Dan Craver Labor
 Mark Elosen Labor
 Don Rushton Labor
 Curt Register Labor
 Tim Cummings Labor
 Andy Slack Labor
 Cheryl Slack Labor
 Chuck Stroether Labor
 Ken Price Labor
 Steve Huen Labor
 Tom Woods Labor

Equipment

2 to 3 different road graders at different times, dump trucks (approx 10 trucks at different times), 6 different excavators at different times, 2 different scrapers, 3 to 4 different bulldozers at different times, couple roller compactors at different times, and numerous smaller tractors (bob cats, etc.) at different times